

Farmers in the valley used this method to build their hay stacks until the early 1910's.

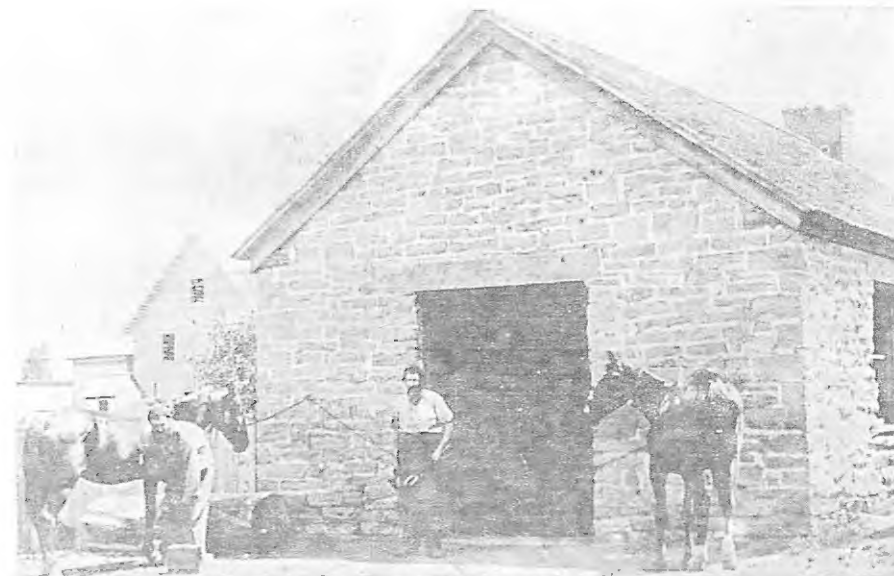
As the agricultural economy of Heber developed, the related trade of blacksmith work also became very necessary. Tools and equipment needed to be repaired, wagon wheels and hubs needed fixing and horses and oxen could serve much better if they were shod with metal shoes.

BLACKSMITHS

John Davison was the first blacksmith in Heber, and had a shop in the old fort, north of the John Witt residence. All his tools were made from scraps of iron that he picked up from different places. Another early blacksmith was George Giles, a convert to the Church from England. He served as an apprentice in England for seven years before coming to the United States and settling in Heber. He built a home and log blacksmith shop on 3rd North just west of Main Street. Mr. Giles brought his forge, anvil and hammer with him from England.

Iron was scarce, and blacksmiths had to use their ingenuity to make every piece count. Old horseshoes had to be re-made into new ones, and the scythes used to harvest grain were salvaged to be used for horse shoe nails. There were no pincers to pinch off the ends of the horse shoe nails, but blacksmiths such as Mr. Giles developed a knack of doing this with their hammers.

Early blacksmiths had no drills or hack saws, and so had to do all their work with the forge. The iron was heated and holes were punched in it or chisels were used to cut it. To make bolts, the hot iron was



Daniel McMillan, shown here in the entrance of his shop, was one of Heber's early blacksmiths.

forced through dies. Other dies were also used for cutting threads in the bolts.

Shoes for oxen were made in eight pieces, with two for each hoof. They were long and narrow at the back and wide and flat at the front. They were fastened around the outside and the front by nails.

Shoeing an oxen was quite an ordeal for the blacksmiths. They used a frame which was fastened to the oxen. A rope was placed around the animal's neck and the head was tied securely. A strap on the frame was then placed under the animal's belly lengthwise. Ropes at each end of the frame ran through pulleys and onto a pole which was used to wind up the rope and lift the oxen off his feet. The legs were tied before the shoeing began.

This kind of treatment was rugged for the oxen as well, and when they were set free they were so wild that they usually would run in all directions and froth at the mouth with fright.

Another early blacksmith in Heber was Daniel McMillan, who worked at the trade all his life. It was said of Mr. McMillan that he could fix, make or mend anything brought to him. Later, William D. Johnston owned the McMillan shop, and successfully operated it for more than 50 years. The shop was on Main Street and in a spot where hundreds of school children passed it everyday. Mr. Johnston enjoyed the youngsters, and delighted in their expressions as they watched the flaming forge, the flying sparks and the roaring bellows.

Still other blacksmiths in Heber were Andrew Mair, Sr., and his

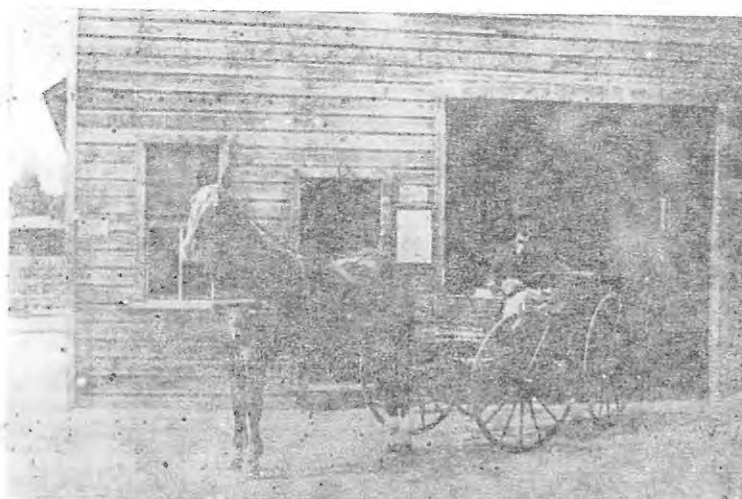


The Wasatch Livery Stable about 1900. Shown here in front of the stable in his buggy is Frank Carlile.

son, Andrew Mair, Jr., John Forman, Robert Montgomery, Byron Pierce, LaMar Watkins, Frank Murdock, Carl G. Anderson and Tom Parry. One other member of the trade, blacksmith Andrew Anderson, presented a paradox in that his specialty was watch repairing. He fixed the intricate mechanisms right along with his blacksmith work, though he never did any horse shoeing.

The one event that could be singled out as having the most profound effect on Heber business took place in 1862 when an individual named Ben Holliday agreed with the U. S. government to carry mail by stage coach from St. Joseph, Missouri to Sacramento, California. Salt Lake City became a hub in this operation, and branch lines were soon extended to towns and mining camps in southern Utah, Idaho, Nevada and Montana. It was necessary that the stage line change horses every ten or twelve miles, and so stations were set up to keep supplies of hay and grain on hand.

In 1863, John Witt of Heber was given a contract to supply oats to the stations as far east as Green River. With this contract, Mr. Witt was able to bring considerable amounts of money into the valley, and the old system of exchanging goods and bartering began to wane. With the money now coming into the community, business began to pick up and new firms were established.



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TRANSPORTATION

Transportation has been important to the economy of Heber and this segment of industry progressed from the horse and buggy to the railroad, automobiles and trucks and airplanes.



The Heber City Depot, shown here in this photo, was a focal point of the community and the valley after the railroad came in 1899.

The first major livery stable in Heber was built in 1892 by two brothers, A. M. and J. S. Murdock. They had good horses and buggies for hire, and in addition, operated a stage line between Heber and Park City. The stage left at 8 a.m. and returned from Park City at 3 p.m. The road they established went over the hill west of the Morris and Davis ranches and through Deer Valley. Elisha J. Duke was a stage operator and mail carrier at the time and served for many years.

Later the Murdock brothers sold to John H. Luke and A. C. Hatch who subsequently sold their interests to Laban Hylton who brought the first automobiles for sale into Heber and changed the business to Pikes Peak Garage. Later, Joseph Hylton entered the business with his brother. By this time livery stables were a thing of the past since horses and carriages had given way quite rapidly to automobiles. Many youngsters in Heber had their first automobile ride in the early 1900's when Andrew Anderson left Heber to enter business in Provo. He purchased an automobile and when he brought the car to Heber he charged 25 cents for a ride to the river and back.

Service stations and garages that have been established in Heber include the Heber Motor Company, 164 S. Main, which, along with the Pikes Peak Garage, has been in operation the longest; Hilton's 66 Service, 510 N. Main; Bob's Texaco Service, 391 N. Main; Ivan's Service, 210 N. Main; Lee's Service, 207 N. Main; Fay's Chevron Service, 199 N. Main; Ken's Texaco Service, 1 S. Main; Timp View Super Service, 750 S. Main; Wasatch Service, south end of main street; Cochran Garage, 414 E. Center; Johnson's Garage, 35 W. 1st S.; Town Service, 137 S. Main, and Neil's Service, 45 S. Main.

GEORGE GILES AND MARY GREENWOOD GILES



George Giles was born May 19, 1823, in Lincolnshire, England, and died July 22, 1898, son of William Giles and Sarah Huskinson.

George Giles married Mary Greenwood on March 24, 1823, in Lincolnshire, England. She died March 25, 1913.

Children: Thomas Greenwood (Rachel Cummings), Heber John (Susie Winn), Mary Elizabeth (Joseph Moulton), and Charles (Grace Aird).

These people were born and raised in England. They came across the plains in August, 1856, settling in Provo. In the spring of 1860 they moved to Heber, Utah, where they lived in the fort and later built a nice brick house on Third North and Main Street.

Mr. Giles was a blacksmith by trade. He made plow points, etc., and was exceptionally good at his trade, having had several years apprenticeship in England. His shop was just south of his home and was built of logs. He was affectionately called "Uncle George Blacksmith." His home is now owned by a granddaughter, Mrs. Pearl Giles Forman.

364

CHECKS	LIST SINGLY	DOLLARS	CENTS
1			
2	GAEO		
3	Giles		
4	Blackam		
5			
6			
7			
8	P. 367		
9			
10			
11			
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13			
14			
15			
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17			
18			
19			
TOTAL			

ENTER TOTAL ON THE FRONT OF THIS TICKET